

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 02/20/2002

ANC01LA034 File No. 11391	01/31/2001	Crooked Creek, AK	Aircraft Reg No. N4390F	Time (Local): 13:15 AST	
Make/Model: Douglas / DC-6B			Fatal	Serious	Minor/None
Engine Make/Model: P&W / R2800-CB			Crew 0	0	3
Aircraft Damage: Substantial			Pass 0	0	0
Number of Engines: 4					
Operating Certificate(s): None					
Name of Carrier: Everts Air Fuel, Inc.					
Type of Flight Operation: Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under: Part 125: 20+ Pax,6000+ lbs					
Last Depart. Point: Fairbanks , AK			Condition of Light: Day		
Destination: Same as Accident/Incident Location			Weather Info Src: Pilot		
Airport Proximity: On Airstrip			Basic Weather: Visual Conditions		
Airport Name: Donlin Creek Airstrip			Lowest Ceiling: 2000 Ft. AGL, Broken		
Runway Identification: 11			Visibility: 2.00 SM		
Runway Length/Width (Ft): 5400 / 150			Wind Dir/Speed: Calm		
Runway Surface: Gravel; Snow			Temperature (°C): Unk/Nr		
Runway Surface Condition: Snow--dry			Obstr to Vision:		
			Precipitation: Snow		
Pilot-in-Command	Age: 58		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 29500		
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea			Last 90 Days: 263		
Instrument Ratings			Total Make/Model: 8100		
Airplane			Total Instrument Time: 5100		

The certificated airline transport captain related that the purpose of the flight was to deliver about 4,800 gallons of fuel oil to the remote mining site. He said that the 5,400 feet long by 100 feet wide airstrip was situated within hilly, snow-covered terrain. He added that the airstrip has a 7 percent uphill grade. Flat light conditions existed at the airstrip, and light snow showers were present, with visibility reported at 2 miles. The captain stated that during final approach, as the airplane passed over the airstrip threshold, flat light conditions made it very difficult to discern where the airstrip surface was. He said that the initial touch down was "firm", but was thought to be within acceptable tolerances. Just after touchdown, the left wing broke free from the airplane at the wing to fuselage attach point. The airplane veered to the left, and off the left side of the runway. The captain said that the airplane's computed landing weight was 92,260 pounds.

Brief of Accident (Continued)

ANC01LA034				
File No. 11391	01/31/2001	Crooked Creek, AK	Aircraft Reg No. N4390F	Time (Local): 13:15 AST

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - OTHER
2. (C) FLARE - MISJUDGED - FLIGHTCREW
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (F) TERRAIN CONDITION - UPHILL

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. WING - SEPARATION

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The flight crew's misjudged flare while landing. Factors associated with the accident were flat light conditions, snow-covered terrain, and an uphill runway grade.